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Hongkong

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Hongkong, 3rd October, 1906. [a2244]

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S. TANAKA, Manager, Hongkong. [a13]

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Charles Dickens' Letters; 3 Volumes	8.50	BLICKENSDERFER TYPEWRITERS.
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NEW KINGSCLEERE will be Opened as

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Hongkong, 15th October, 1906. [a197]

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Hongkong, 13th December, 1906. [80]

NOTICES TO CORRESPONDENTS.

Our communications relating to the news column, should be addressed to THE EDITOR.
Our correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith, and letters for publication should be written on one side of the paper only.

No unmercifully signed communications that have already appeared in other papers will be inserted.
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Editor:

P.O. Box, 88. Telephone No. 12

BIRTHS.

On December 27th, at Shanghai, to RUTH, wife of Rufus Stuart Adams, a daughter.
On December 27th, at Shanghai, the wife of FELICE PALAZZI, of a daughter.

MARRIAGES.

On January 1st, at John C. Thiel, by the Rev. Archdeacon Banister, W. S. Bailey, to MARY J. BANISTER. [142]

On December 1st, at Shanghai, HENRY MINDEN, to GEORGINA BEATRICE HAMILTON.

On December 22nd, at Shanghai, OLA DAIRY, second daughter of Capt. William Smith, Kiukiang, to ARTHUR CHARLES BISSETFIELD, I. M. Customs, Hangchow.

On December 27th, at Shanghai, WILLIAM DURY SMITH, to ANNETTE SIMS WILSON.

HONGKONG OFFICE: 10A, DES VIEUX ROAD C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 3RD, 1907

THERE are two conditions in one of which a people usually live before it makes trouble for those set in authority over it. It may "wax fat and kick," as history tells us, under similar conditions to those mentioned in the article specially written for to-day's *Daily Press*; or it may be reduced to such a state of desperate resentment that rebellion appears to be its only chance of remedy. Just where the lines are to be drawn is not at once apparent, even if many historic examples be reviewed.

If the subject be surveyed with an eye machiavellian, the conclusion suggests itself that a people may be treated well and yet easily treated too well; that it may be ill-treated to a certain extent with impunity, if not with advantage, and yet that it is difficult to define when or where the strain will find its point of breakage. A too prosperous people will vigorously resent a small matter, an almost imaginary oppression; a people down-trodden or otherwise abased will exhibit remarkable patience and endurance far beyond what should humanly be expected. *Wat Tyler* and his rebellion was probably an instance of

long-suffering giving way under a crowning insult; the poll tax itself was a mild detail among the many insolences of an era of impudent, overlordship. The "Great Rebellion" of the seventeenth century, excusable though it was, may be cited as an instance of the sort that happen, to put it colloquially, on a full stomach. In China the precedents do not so readily afford data for analysis, and it is precisely in China where such analysis has lately been offering most fascination for the student. The recently suppressed insurrection in the Yangtze valley was locally spoken of as a rebellion, and the statements as to the number of the "rebels," if anywise near the true figures, could be said to warrant the description. At present, however, we have not been provided with any authoritative explanation of its antecedent causes and until trustworthy information on this point be forthcoming, we feel shy of labelling the incident in any way. Weak as we have been regarding the central government at Peking, weak as it undoubtedly is, it evidently still possesses some potency; and the rebellion, or revolution, or widespread insurrection, is for the moment of no more importance. There has been talk of an anti-dynastic party, but barring a barely possible connection with the actual

bomb, and some newspapers characterized by a like explosiveness and brevity of existence, it has not seemed to demand serious notice. There is, it is safe to say, in China at present no really organized movement of the kind, no coherent design, no capable leader interested; and though the germ of a potential uprising is in a state of culture, we do not think that China is nearly ready for anything worthy to be called rebellion. The last affair was in all probability an enlarged specimen of the chronic and sporadic outbreaks of outlawry to which China is peculiarly liable, and its explanation may fairly be sought in the widespread famine and deprivation which we have unfortunately to place on record.

The *Foochow Echo* says that Sintu is "the coming Port for export and import."

The English Mail of the 1st December was delivered in London on the 29th instant.

During the last week of last year the only cases of communicable disease reported were two of enteric fever, both English.

At 6 a.m. on Tuesday morning, work was commenced in the Junk Bay Flour Mills of which Mr. A. H. Henrie is the manager. The New Year is thus marked by the opening of a new industry in the Colony which promises to be a flourishing one.

Another phase has turned up in the Panama Canal work. The United States Government has issued a statement forbidding all foreign contractors from bidding on the contracts to work on the *Canal*. This action has been taken after serious consideration, as it was at first believed that by admitting foreign contractors the work would be rushed along quicker, but the strong objections made by the large American contractors and the United States Federation of Labour have been listened to by the Government.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers, the band of the 129th Duke of Connaught's Own Baluchi will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday, the 3rd January, 1907 (weather permitting):—

March "The Victoria Cross" Howig Overture "Yelva" Religio Value "The Choristers" Philo Selection "H.M.S. Pinafore" Sullivan Serenata "Love Idleness" Macbeth Two Step "Mr. Hicks of New York" Raymond Item of Offenbach Offenbach Sketch The Alabama Minstrels, ... Known

Peking messages state that there is a strong movement there against the practice of cutting off the queues which has been almost universal since 1900 amongst young men going abroad to study. Several Consuls have lately denounced the practice to the Throne, and call for such drastic measures as the severest punishment of the youths who have been guilty of cutting off their queues abroad as well as in China. The master, it is stated, has been referred to the Council of State to report on.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

To Shop's Child (already rec'd. \$48.50)
total \$57.50
Fresh Fish Guild 30
Tobacco Dealers' Guild 30
Fairall & Co. 25
Robinson Piano Co. 10
Moutre & Co. 10
H. T. Richardson 5
W. Barker 5

The Commissioner of the Imperial Maritime Customs at Shanghai has ascertained and is satisfied that steamers are in the habit of smuggling swords, firearms, and even formidable bombs into China, passing same through the Customs by means of fraudulent declarations.

The Taotai has been requested to write to the Chinese Minister at Tokyo, requesting him to exercise great care in issuing passes to returned students, travellers, etc., and that an accurate record be made of their baggage and other private belongings.—*Eastern Times*.

THURSDAY, JANUARY 3RD, 1907.

TELEGRAHS.

[DAILY PRESS" EXCLUSIVE SERVICE.]

PERSIAN CONSTITUTION ACCEPTED.

LONDON, January 2nd.
The new Persian constitution, as revised, has been accepted.

ROCKEFELLER'S MUNI. LICENCE.

LONDON, January 2nd.
Mr. John D. Rockefeller, the American plutocrat who had already given over sixteen million dollars (gold) to Chicago University, has just enriched that institution with a further donation of £600,000, making his total benefactions thereto total over four millions sterling.

[REUTER'S SERVICE.]

THE INCLEMENT WEATHER.

LONDON, December 30th.
The snowstorms have broken all the land lines throughout England, and trains are conveying cables to the ports.

A terrific blizzard occurred on the Scottish border, and there is practically no railway communication either northwards or southwards. Many deaths in the snow are reported.

MIDCHINA FAMINE RELIEF.

CO-OPERATION OF SHIPPING COMPANIES.

The Relief Committee is in receipt of the following letter from the China Merchants S. N. Co., Canton Navigation Co. Ltd., Jardine Matheson & Co., Agents Ind-China S. N. Co. Ltd.:—

"We are in receipt of your letter of the 4th instant in which you ask us to give free carriage for food and other supplies which may be sent by your Committee to Chinkiang for conveyance to the Famulus District, also a few less passages for representatives of the Committee who may be proceeding up river on Famulus Relief business. In reply we beg to inform you that we shall be pleased to accede to your request on the following conditions, viz:—

"That you will pay the sum of 2 cairdreas per picul on all Food Stuffs shipped, to cover expenses for handling the cargo.

"That we shall not be obliged to carry more than our share of the total quantity to go forward, which must be divided proportionately amongst all other river steamers trading on the Yangtze.

"That cargo shall only be shipped by our vessels which have space available for it.

"That the cargo will be sent alongside the steamers by the shippers at Shanghai and will be taken delivery of from alongside the steamers by the consignees at Chinkiang without delay, and expenses incurred through detention to be paid for by your Committee.

"That passengers who are provided with free passage shall pay the usual rates for messeng on board the steamers.

Messrs. Rawlinson, Ackerman & Cie, Agents for the French Line of Yangtze steamers, have also written agreeing to take the same action as the other steamers.

FEDERAL AND STATE GOVERNMENT.

Part of President Roosevelt's "message," referring to the anomaly already treated in our editorial column, read as follows:—

"I recommend to Congress that an act be passed specifically providing who can be sent to the great embassies attending the performance of our international obligations, the fact that the Statute of the United States is entirely inadequate. They fail to give to the National Government sufficiently ample power, through United States courts and by the use of the Army and Navy, to protect aliens to whom the rights secured to them under certain treaties which are the law of the land. I therefore earnestly recommend that the criminal and civil statutes of the United States be so amended and added to as to enable the President to fit the United States Government, which is responsible in our international relations, to enforce the rights of aliens under treaties.

"I also recommend that the Federal Government toward this end, and in the matter now before me affecting the Japanese, everything that it is in my power to do will be done, and all of the forces, military and civil, of the United States which I may lawfully employ will be so employed. Therein aid, however, be no particle of doubt as to the power of the National Government completely to perform and enforce its own obligations to other nations. The mob of a single city may at any time perform acts of lawless violence against some class of foreigners which would plunge us into war. That city by itself would be powerless to make defense against the foreign power thus assaulted, and if independent of this Government it would never venture to perform or permit the performance of the acts complained of. The entire power and the whole duty to protect the offending community lies in the hands of the United States Government. It is unthinkable that we should continue a policy under which a given locality may be allowed to commit a crime against a friendly nation, and the United States Government limited, not to prevent the commission of the crime, but, in the last resort, to defend the people who have committed it against the consequences of their own wrongdoing.

Men fail in life because they do not lead every effort toward success. Opportunity only comes to every man's door once, she looks in through the window, seizes hold of a young man, shouts at the door, seizes hold of a young man, shouts in his ear, and tries by every possible means to compel the young man to listen. But let a young man sleep on the shelf, let him shirk or neglect his work, and he does it in a carelessness, an indifferent kind of way, and that young man is foredoomed to bitterness, sorrow and anguish of heart in the days that shall come.

BENEFICIAL EFFECTS OF SILVER MONEY IN THE PAST.

[MR. CONSUL NICKERSON'S NOTES CONTINUED].

6.
The Renaissance of the Northern States of Europe occurred in the sixteenth century, and was caused mainly by the enormous quantities of the precious metals which came from America, North and South, to revive the civilization of the old world.

"The plunder of America, the costs of India, Japan and the Islands, and the vast produce of Brazil first went into the hands of the few persons—the kings of Spain and Portugal, their court favourites, the commanders, admirals, and viceroys whom they sent to prey upon the newly found world, and to the Church. There was no general diffusion of this wealth; the people got but little of it; . . . the leaven which was soon to impart a ferment to all Europe had indeed been found, but it had not yet been disseminated. It was this dissemination that occasioned the Renaissance of Northern Europe. Spain had plundered America, and had mainly enriched her nobles; Europe was now to plunder the Spaniards and mainly enrich the people." All Europe "scented the prey," and proceeded by privateering and robbery, by piracy, and by openly declared wars to ravage the Spanish and Portuguese settlements in the New World, and to appropriate the treasure coming to Spain and Portugal on the plate ships and treasure fleets. Spain forbids our entering into details—but suffice it to say, for example, that the very first spoils obtained by Cortes in Mexico, consisting of 88,000 pesos in gold bars and the unfortunate Montezuma's regalia were captured by French corsairs in 1522, while Drake brought home to England in 1588 sufficient plunder to exempt that kingdom from taxes for seven years. Privateering and piracy, however, were not the only means by which the plunder of America was diffused throughout Europe. The wars which harassed Spain should not be forgotten, and many of them, in spite of their reasonable reasons, had their real cause in the absorbing desire to wrest from Spain her American plunder. Yet through these means, however wrong, mankind finally obtained a permanent benefit, since they diffused throughout nearly all Europe the money coined from the metallic products of America. The consequence of this diffusion of money was a great rise of prices which happened in Northern Europe, between 1570 and 1640 in all the thirteenth centuries of commerce and travel. Local and partial rises of prices had been caused by temporary reasons before. But this rise of prices was universal; it included land and services as well as commodities. Its cause was the increase of money. Adam Smith concluded that during these years the general level of prices in England rose about five times; and a similar rise occurred in Spain, France and Holland. Had prices risen simultaneously and evenly, a rise of prices could have had little interest for the great mass of mankind. But such is not the order of nature. The procession of prices during the period under review was first in food; second in clothing; third in labour; and fourth in land and rents. Agricultural products and merchandise bore a much smaller proportion at that period to the wealth of nations than at present; hence the principal force of this rise of prices showed itself in the increased value of labour and the improved condition of the commercial and industrial classes. It was therefore chiefly labour which was beneficially affected by the diffusion of the American spoil.

This historical sketch of the balloon period, which we have somewhat condensed, is a preamble to the conclusions and deductions already promised. The final article will appear to-morrow.—Ed.]

were in the stronger hands of Northern Europeans. With this development of commerce there appeared those inventions which facilitate it. The postal system, established in Venice as early as the twelfth century, was extended through Northern Europe at this time; book-keeping, long practised in Italy, was introduced into England in 1543; and the Duke of Savoy made the first statement of the national finances of France in 1598.

"There was no depression of trade" in this renaissance period; "over production" was unheard of; the rich were prosperous; the poor were satisfied, everybody wore smiling face—for prices were rising." The entire European stock of the precious metals, coins and plate both, at the discovery of America was estimated by the English author, Mr. Jacob, to have been £24,000,000. Up to the year 1540 there had been obtained from America about twenty-five millions, and from Asia, perhaps, ten millions more; together about thirty-five millions of pounds sterling. As a large part of the first spoils was absorbed by the nobles and ecclesiastics we may safely assume that the entire stock of money, both of silver and gold, base money and copper, in 1540 was not more than £25,000,000. In the one hundred years succeeding, America supplied gold and silver to the value of fully two hundred million pounds, while Japan supplied eighty millions—altogether three hundred and seventy million sterlings. Deducting fifty millions, that for various reasons did not reach Europe, and assuming that one hundred and seventy millions were converted into plate, and otherwise employed in the arts in Europe, one hundred and fifty millions would remain to be made into coins. This would have increased the previous stock of money in Europe to three times, and is probably about what actually happened. The first part was obtained by the Spaniards and Portuguese. In their countries the earliest rise of prices was manifest and the earliest social progress followed. Not till the northern states of Europe—no matter by what means—managed to get a share of the American spoils, and turn it into money, did there follow a similar rise of prices and a similar renaissance. This renaissance is not to be attributed to the mere opening of commerce with America, since the aborigines there produced nothing to tempt a voyage across the ocean; and no new commerce existed, save for the precious metals, until after the renaissance of Northern Europe had occurred. The commercial development noticed by society in 1599 had little existence in 1599. It was one of the effects of the northern Renaissance, but not its cause. The renaissance of Northern Europe, we repeat, was due to a great wave of rising prices, which began in Spain and extended over France, Holland and England, and gave to those countries what was their Halcyon Age. The great stimulus was primarily afforded by Silver Money (though gold had its part); and those who gainsay it appear either ignorant or uninterested.

[This historical sketch of the balloon period, which we have somewhat condensed, is a preamble to the conclusions and deductions already promised. The final article will appear to-morrow.—Ed.]

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores made in the open competition held at the Peak Range on the 26th December for two prizes given for the best score at the 500 yards' range. Seven rounds with handicaps.

A. Jenkins	... 34 scratch = 34	Ech. winner
J. H. Pidgeon	24 scratch = 34	prize
W. J. Saunders	28 + 5 = 33	
A. Moir	26 + 5 = 31	
H. W. Bird	26 + 3 = 29	
E. M. Moon	29 + 7 = 36	
His Excel. Mr. F. H. May	22 + 3 = 25	
J. T. Douglas	20 + 5 = 25	
J. Hastings	20 + 10 = 30	
P. H. N. Jones	11 + 10 = 21	

For the Cup given by Mr. C. S. Gubbay for competition amongst members having a handicap of 10 or over there were 5 entries, the winner being Mr. E. S. Carruthers. The following are the scores.</

SUPREME COURT.

Wednesday, January 2nd.

IN APPELLATE JURISDICTION.
BEFORE THE FULL COURT.

OLD TRADEMARK CASE.

An application for leave to appeal, arising out of a judgment delivered by the Chief Justice in the action Leuba v. Ullmann, came before their Honours Sir Francis Pigott (Chief Justice) and Mr. A. G. Wiso (Puisne Judge).

Sir Henry Berkeley, K.C., and Mr. H. G. Calthrop, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the appellants, Messrs. Ullmann and Co., and Mr. M. W. Slade, instructed by Mr. John Hastings, represented M. Loura Freres.

Sir Henry Berkeley said he applied for leave to appeal against a judgment given by the Chief Justice against Messrs. Ullmann and Co., forbidding them from selling, offering for sale, or having in their possession any watches not of the manufacture of C. and G. Leuba, claiming the "Po Wai" trademark. This judgment also applied to several other marks amongst which was that of the "Fua" as applied to watches to which M. Leuba claimed the sole rights. These rights were disregarded by the court below and he would endeavour to show that His Lordship had been misled in giving his judgment. The present litigation was commenced in 1902, and the history of the case went back to the early days of the Colony. It was claimed, as they alleged falsely, that the "Po Wai" mark was the property of a man named Borey who brought great prosperity to a place in Switzerland where the watches were manufactured with the extensive business that he did with China in the early days, and that the second name "Fua" was after a man whom he had at the time in his employment. The appellants, Messrs. Ullmann and Co., had been established in business here since 1863. At the time when the watches were introduced into China there were no Trademark Laws in Switzerland, or indeed in the world, but when the Trade Marks Ordinance was passed in Switzerland Borey took advantage of it to register his marks. It was interesting to note that just previous to this, in 1875, a Trademarks Bill had been introduced in England and at about the same time provision for the proving of ownership to trade marks was made in this Colony. In 1887 Borey registered the "Po Wai" and other marks in Switzerland and a little later the same marks were registered by a third person and all registrations were allowed, so that there were three persons registered as the proprietors of the same mark. Now the respondent Leuba claimed the sole proprietorship of this mark.

POLICE COURT.

Wednesday, January 2nd.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

BULEGATORS AT VARIANCE.
There was considerable commotion in Thomas' Hotel on Tuesday night when a number of American bluejackets from the "Pennsylvania" and the "Virginia" quarrelled among themselves. Glasses were thrown, and as several of the missiles fell among a party of Austrian bluejackets the latter took offence and joined in the fray. After an exciting time order was restored by the arrival of the police, and two men, an American and an Austrian, were arrested. The former was ordered to pay \$22 compensation for damage done and the latter \$5.

A RIOTOUS SOLDIER.

James Dargan, gunner in the R.G.A., was fined \$1 for disorderly conduct, \$5 for assaulting the police, and 50 cents for damage to a policeman's uniform. The defendant had been found by the police indulging in the fairly common practice of drunken men of chasing rascals coolies in Arsenal Street, and when a sergeant arrested him he resisted and hit the officer's ear.

JAPANESE IN TROUBLE.

Two Japanese from the Aki Maru were found by the police amusing themselves in a manner similar to the soldier mentioned above. The Chinese constable cautioned them but as they took no notice he arrested one whom upon the other beat him. The one was fined \$5 for disorderly behaviour and the other \$5 for assault.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 2nd at 11:55 a.m.—The barometer has fallen over S. Japan and N. China, and risen in S. China.

A depression appears to be lying off the S.E. coast of Japan, and there are indications of the existence of another depression over Manchuria.

The anticyclone is still lying over the Yangtze, and pressure is low to the South of the Philippine Archipelago.

Graudules continue rather steep, and hard monsoon will be met with in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.9 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood { N. winds, fresh; fine.
Formosa Channel { N. to N.E.
South coast of China between Hongkong and Lantau { N. winds, strong.
Hongkong and Hainan . . . Samsons No. 3.

LOCAL SPORT.

CRICKET.

HONGKONG v. MILITARY XI.

The match played on the Hongkong Cricket Club ground on Monday between team representing the Club and a military eleven selected from the Middlesex regiment and 11th Infantry ended in a win for the civilian team by two wickets and 77 runs. Scores and analysis are:

TOTAL INNING OF MILITARY XI.

Capt. Kriechbeck, 11th Infan.	not out	71
Lieut. Taylor, 11th Infantry, b Peake	9	
Dr. Roberts, 11th Infantry	7	
b Bird	1	
Majors Stephenson, 3rd Middlesex Regiment	1	
b Bird	8	
Sgt. Harford, 3rd Middlesex Regiment, c	11	
and b Morell	17	
Capt. Miller, 3rd Middlesex Regiment, b	25	
Bird	5	
Pte. Burton, 3rd Middlesex Regt., b Peake	5	
Lieut. Stanger-Leather, 11th Infantry, b	16	
Peake	9	
Lieut. Macdonald, 3rd Middlesex Regt., b	25	
Peake	21	
Pte. Cleghorn, 3rd Middlesex Regiment, b	25	
Reed	21	
Extras	190	

TOTAL INNING OF H.S.C.C.

T. E. P. Bird, 11th Infan.	not out	25
W. G. Turner, b Cleghorn	19	
W. A. Powell, run out	19	
G. E. Morell, b Cleghorn	8	
H. E. Bird, b Stephenson	21	
E. A. Fowler, b Peake	21	
C. H. Macdonald, b Stephenson, b Burton	39	
E. A. Macdonald, b Stephenson, b Burton	39	
A. G. Salter and W. Peake did not bat	28	
Extras	267	

TOTAL FOR MATCH.

Lewis	0	0	0
Clery	10	1	33
Stanger-Leather	17	3	69
Burton	12	3	45
Macdonald	13	15	1
Taylor	1	1	1

TOTAL FOR BOWLING.

O'Neill	0	0	0
Stephenson	12	2	56
Woodroffe	9	1	41
Stoddart	10	1	29
Le Gruge	6	1	37
Capt. Jillings	1	12	1

TOTAL INNING OF ARMY STAFF.

Capt. Bunting, b Lamerton	8
Sgt. Steele, b Irving, b Lamerton	17
Sgt. Wharton, b Irving, b Lamerton	6
Capt. Woodroffe, b Irving, b Lamerton	9
Sgt. Frost, b Lamerton, b Irving	0
Capt. Warrender, not out	18
Capt. Le Grove, b Irving	0
Sgt. Stanley, b Irving, b Lamerton	4
Capt. Le Gruge, b Irving, b Lamerton	4
Pte. Upton, b Evans	1
Stephens	6

TOTAL FOR BOWLING.

Lamerton	0	0	0
Bunting	5	1	27
Irvine	5	4	8
Sutherland	3	1	19
Evans	1	1	1

TOTAL INNING OF BASEBALL.

Le Gruge	0	0	0
Capt. Jillings	0	0	0
Sgt. Wharton	0	0	0
Capt. Bunting	0	0	0
Sgt. Frost	0	0	0
Capt. Warrender	0	0	0
Capt. Le Gruge	0	0	0
Sgt. Stanley	0	0	0
Capt. Le Groge	0	0	0
Pte. Upton	0	0	0
Stephens	0	0	0

TOTAL INNING OF AMERICAN SAILORS' PERFORMANCE.

Stephenson	0	0	0
Stephenson	0	0	0
Stephenson	0	0	0
Stephenson	0	0	0
Stephenson	0	0	0

TOTAL INNING OF UNION CHURCH.

In connection with the Christian Endeavour Society a match was held at the Union Church Hall on Monday night and was largely attended.
Mrs. Edwards sang in her accomplished manner.
Mr. Jillings delighted the company with his recitations given with rare dramatic effect.
Mr. Richards, R.N., and Staff Sergeant Jackson provided acceptable soloists.
Miss D. Barrington recited very cleverly, and Mr. Mayne, who has acquired a reputation as a masterful orator, amused and impressed everyone by his wonderful talent.
Mr. Huishouse was the accompanist.
A supper followed, and a watch-night service took place late.

AMERICAN SAILORS' PERFORMANCE.

Stephenson	0	0	0
Stephenson	0	0	0
Stephenson	0	0	0
Stephenson	0	0	0
Stephenson	0	0	0

TOTAL INNING OF UNION CHURCH.

In the City Hall on New Year's Night by the theatrical company from the U.S. S. Pennsylvania, who volunteered their services on behalf of any cause.
On this occasion the Y.M.C.A. were the benefactors.
There was a large audience to applaud the efforts of the amateur entertainers who, it must be admitted, did exceedingly well, in fact much better than was imagined.
The first part of the programme was devoted to negro minstrelsy.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 6th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

FROM This Date we TRANSFER our Business to MESSRS. DEACON & CO., ROWE & CO. Canton, 31st December, 1906. 132

NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED 31st December, 1906.

We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date. TAIT & CO. May 1st January, 1907. 133

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

IN Conformity with telegraphic instructions received from the HEAD OFFICE the Undeclared ASSUMES CHARGE of the Company's business at China Ports from This Date, in succession to Mr. F. E. BROWN, transferred.

D. W. CRADDOCK, General Traffic Agent for China. Hongkong, 1st January, 1907. 134

INTERNATIONAL BANKING CORPORATION.

NOTICE.

I HEREBY GIVE NOTICE that I have This Day RESUMED CHARGE of the Hongkong Branch of this Corporation, and Mr. HENRY PINCKNEY having Resigned the Position hitherto held by him as Manager of this Branch the Power of Attorney given to him by the Corporation has been revoked.

CHAS. E. SCOTT. Hongkong, 2nd January, 1907. 135

TO LET.

NOS. 1 and 3, ORMSBY VILLAS GRANTVILLE ROAD, Kowloon. Apply to— SPANISH PROCURATION. Hongkong, 3rd January, 1907. 133

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point. Apply to— JARDINE, MATHESON & CO. Hongkong, 3rd January, 1907. 137

TO LET.

FULLY FURNISHED—from April 15th. A LIEDENA, BARKER ROAD, THE PEAK. Seven Rooms with ample Bath and Dry Rooms. Apply to— J. S. VAN BUREN. Car of Nippon Yusen Kaisha, Hongkong, 3rd January, 1907. 133

NOTICE.

Action No. 1 of 1907. IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Between MELCHERS & CO., Plaintiffs, and THE TUNG TAI FIRM and CHU WAI NAM, Defendants.

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 17th day of January, 1907, against all the property movable and immovable of the above named Defendant CHU WAI NAM has been issued in this action pursuant to Section 453 of the Hongkong Code of Civil Procedure. Dated this 2nd day of January, 1907.

DEACON, LOOKER & DEACON, 139 Solicitors for the Plaintiffs.

C. de M. C. VIEIRA-RIBEIRO, Auctioneer, FAVOURIED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (FRIDAY), the 4th January, 1907, at 2.30 P.M. at his SALES ROOM, at No. 8a Queen's Rd. Central, JAPANESE CURIOS, Comprising— SATSUMA, CLOISONNE, LACQUERED and BRONZE WARE, EMBROIDERIES, CUT VELVET PICTURES, SCREENS, FRAMES, etc.

TERMS.—As Usual. Hongkong, 3rd January, 1907. 140

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOT AND FOOCHOW. THE Company's Steamship

"HAIMUN," Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 3rd inst., at 3 P.M., instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 2nd January, 1907. 131

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"OCEANIEN," Captain Magnier, will be despatched for the above Ports on or about MONDAY, 7th inst. For Freight or Passage, apply to G. de CHAMPEAUX, Agent. Hongkong, 3rd January, 1907. 12

NEW ADVERTISEMENT

SITUATION WANTED.

BY A YOUNG PORTUGUESE Book keeper with thorough Knowledge of General Office Routine and able to Conduct English Correspondence. Salary moderate. Y. Z. Care of "Daily Press" Office, Hongkong, 3rd January, 1907. [141]

NOTICES OF FIRMS

NOTICE.

WE have This Day OPENED a Branch Office at Canton and have authorized Mr. J. F. ECA DA SILVA to Sign our Firm For Prosecution there. CRUZ, BASTO & CO. Hongkong, 1st January, 1907. [129]

NOTICE.

I have This Day admitted my Son, JEHAANG HORMUSJEE RUTTONJEE, as a PARTNER in my Firm, which hereinafter will be carried on under the name and style of H. RUTTONJEE & SON." H. RUTTONJEE. Hongkong, 1st January, 1907. [122]

NOTICE.

THE Interest and Responsibility of Mr. CHATER PAUL CHATER in our Firm ceased on the 31st December, 1906. VERNON & SMYTH. Hongkong, 1st January, 1907. [113]

INTIMATIONS

WANTED.

WANTED for outdoor work RELIABLE WOMAN (non-Chinese) who can speak the Foochow dialect. State Age, Experience, Nationality and Salary required. Address— A. H. "Care of Daily Press" Office, Hongkong, 31st December, 1906. [236]

APARTMENTS WANTED.

BOARD and LODGING with private English family, or married couple, or Furnished Flat, near town. Apply by letter to— Bx. 311, "Care of Daily Press" Office, Hongkong, 31st December, 1906. [236]

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 4 Carnarvon Road, Kowloon, or address Mr. F. L. CYRUS, Principal, at the College. Hongkong, 26th December, 1906. [2341]

PRIVATE INFORMATION BUREAU.

A NY person wishing to obtain Private Information on any subject of legal concern shall apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Vaux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese, and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 P.M. daily. Hongkong, 25th December, 1906. [2342]

NOTICE.

TENDERS with Sample submitted, are invited for 50,000 AUSTRALIAN HARDWOOD SLEEPERS, name Spec Gun or IRON BUSH size 5" by 6" by 8 feet delivery c.i.f. to be made at Wongtak Railway Wharf not later than end of July, 1907. Tenders in Hongkong currency will be opened on the 4th February, 1907, at 2 P.M. at the Railway Office, Wongtak, Canton. All Tenders must be accompanied with a Certified Cheque or Cash for \$200 as security of good faith which will be returned if Tender is not accepted. The Company is not bound to accept the lowest tender. By Order, K. G. KWONG, Engineer in Chief. Yuet-Han Railway, Canton, 22nd December, 1906. [2327]

COME AND INSPECT Our Special Varieties of ARTISTIC VIEW POSTCARDS, ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER PHILATELIC GOODS

At PRICES to SUIT ANY BUYERS. GRACA & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1907. [128]

PHOTOGRAPHIC STUDIO FOR COPIES OF "Daily Press" Office, Hongkong, 1st October, 1906. [44]

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and well furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mr. F. W. WATTS, "Braeside," 29 Macdonnell Road (late of "Tang Yuen"), Hongkong, 27th June, 1905. [43]

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR SALE. NAGASAKI, MOJI, KOBE, KAPATSU SHANGHAI, HONGKONG LTD. HANKOW.

AGENCIES— YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & CO. MANILA: Messrs. MACONDRAY & CO. SOLE PROPRIETORS of Takashima, Ochi, Shirane, Namazaki and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Burnt Coal.

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street. Hongkong, 3rd January, 1907. [63]

THE Company's Steamship "OCEANIEN," will be despatched for the above Ports on or about MONDAY, 7th inst. For Freight or Passage, apply to G. de CHAMPEAUX, Agent. Hongkong, 3rd January, 1907. [2]

2295

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY),

the 3rd January, 1907, at 11 A.M. at the Hongkong and Kowloon Wharf and God. Co's Godowns, at Kowloon,

SEVEN-E-N. MOTOR-BOATS

(More or less damaged).

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd December, 1906. [111]

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received instruction from the Executors of the Mortgagor to sell Public Auction,

On MONDAY, the 7th January, 1907, at 3 P.M. at his

SALES ROOMS, Duddell Street,

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

Situate at Victoria in the Colony of Hong-

kon, namely:-

All that piece or parcel of Ground situate at Victoria, aforesaid, registered in the Land

Office as Inland Lot, No. 706; area 49,010

square feet or thereabouts; Terms 990 years

annual Crown rent \$324.00, together with all

the messages theron Known as Nos. 299, 310,

212, 214, 216, 218, 220, 222, 224 and 226,

THIRD STREET, Victoria, aforesaid.

For Further Particulars and Conditions of Sale, apply to

S. W. TSO, Solicitor for the Mortgagor;

or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 22nd December, 1906. [110]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

On WEDNESDAY, the 23rd January, 1907, commencing at 3 P.M.,

on Board the "RAMBLER," the following:-

H. M. Surveying Vessel

"RAMBLER," Single Screw, Composite built, Copper Sheathed, Sheet, Shot-holed, Displacement ... 835 Tons.

Indicated Horse Power ... 650 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 29 ft. 6 in.

Built ... 18-0.

Engines ... Compound Surface Con-

suming Horizontal by Elder.

Propeller ... One Griffith's Gun metal.

Boiler ... Three Cylindrical Direct Tubular.

Load on Safety Valves ... 60 lbs.

Distilling Condenser ... Two Normandy's

Single No. 10 distilling 2,688 gallons

of water per 24 hours.

HULK "MIDGE," Late Twin Screw Gun Vessel, 803 tons, Composite built, Copper Sheathed, Length ... 155 ft. 0 in.

Breadth ... 25 ft. 0 in.

To be Sold as they now lie in Hongkong Harbour, with all fittings, &c., on board.

A list of fittings, &c., to be sold with H. M. "RAMBLER" may be seen at the Office of the Naval Store Officer, H. M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, fittings, stores, &c.

The Vessel will be OPEN to INSPECTION for Seven days before date of Sale, between 10 A.M. and NOON and 2 and 4 P.M. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

H

INTIMATIONS

S. MOUTRIE
& CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
BACHELS,
PLEVEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road,
Hongkong, 30th July, 1906.

FOR THE FESTIVE SEASON
LADIES' AND GENTS' BOOTS
AND SHOES.

PERFUMERY & TOILET REQUISITES
EASTMAN KODAKS, CAMERAS
AND
PHOTOGRAPHIC GOODS.

PRICES MODERATE.
A TACK & CO.,
26 Des Voeux Road Central,
Hongkong, 20th December, 1906.

MARTIN'S
APIOL & STEEL
for Ladies' PILLS
French Laundry, for all Requirements. Numerous
samples sent free. We supply all kinds of
drugs and medicines. The best quality
of drugs and medicines are
supplied at the lowest prices.

KEATING'S LOZENGES
EASILY CURE
THE WORST COUGH.
One gives relief. An increasing sale
of over 20 years is a certain test of
their value. Sold in bottles everywhere.

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTTONEE'S
KOWLOON STORE, No. 36, Elgin Road &
Mr. AH YAU'S FERRY WHARF STALL
Hongkong, 22nd December, 1906.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.
CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide... 34 "

DOCK No. 1.
Extreme Length... 522 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 61 "

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 534 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000
Tons.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS' ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready.

Short Notice.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897.

THE NETHERLANDS LLOYD OF
AMSTERDAM & BATAVIA.
(FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above
Company are prepared to ACCEPT
RISKS at current rates.

LUTGENS, EINSIMANN & CO.
Agents.
Hongkong, 1st January, 1907.

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & CO.
Hongkong, 13th August, 1906.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905

1. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID UP CAPITAL... 697,500 0 0
2. FINE FUNDS... 3,383,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SUEWAN, TOMES & CO.
Agents.

Hongkong, 11th July, 1906.

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account
Sales rendered and settlement effected
promptly. No. 81, Queen's Road
Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen Equal to Home
work.

IRON MERCHANTS.

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Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers. Pig Iron and Foundry
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keepers and Commission Agents
35 & 37, Hung Loong Street
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Market). Telephone No. 515

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M. MUMIYEYA, JAPANESE ARTIST.
Bronzite and Crayon Enlargements and
also colouring Photos and Relief Photo-
Views of China and Mania. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING.

"DAILY PRESS" OFFICE
Prints read by Englishmen.

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F. A. V. RIBEIRO,
Typewriting Work Undertaken. Cleaned
Repairs. Overhauls. Charge moderate.
Bureau, No. 8A, Queen's Road Central
(First-floor).

WINE MERCHANTS.

GREGOR & CO.,
Wine and Spirit Merchants,
19, Queen's Road Central, Hongkong.

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Sizes and Sizes.
SMOKLESS POWDER and CHILLED
SHOT. From No. 10 to SSSG at \$6, \$7 and
\$7.50 per 100 SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-
versation and without translation by a
Frenchman (a Teacher in Government Schools)
and ENGLISH LESSONS by an English
Lady.

Apply by letter to— B. R.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906.

(10289)

VICHY'S
GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT

HOPITAL Diseases of the Stomach

GRANDE-GRILLE Liver complaints

CELESTINS Gout, Gravel, Diabetes

VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters

COMPRESSES VICHY-ETAT
Allowing any one to prepare saturated
Steam water at home.

BEWARE OF FORGERY

19064

SCIENTIFIC MISCELLANY.

A NOVEL SOUNDING METHOD—ROCK AS A
FERTILIZER—AN OPTICAL MAGNET—
WATER THAT STOPS SHIPS—POISON
COKE—CEMENT CHIMNEYS—NEW WAVE
MEASUREMENTS—FOOD CHEMISTRY—A
WIRELESS LOOKOUT.

The depth indicator for torpedo boats designed by Harold Yarrow, the British shipbuilder, depends upon the fact that a vessel's bow rises as shallow water is approached. The apparatus consists of a base, with fixed level and no adjusting screw, and two uprights carrying a series of six adjustable spirit levels. The levels are given inclinations corresponding to different speeds and depths as shown by experiment.

The first level being set for an inclination of 11 inches in 20 feet; for instance, the passage of the bubble across the level when the boat's speed is 16 knots would indicate a depth of 30 feet, and the other levels would respond to shallower water. As the water is usually calm in fog, the indicator would be available when most needed.

The formation of virgin soil from the rock is supposed to have taken thousands of years, and this may be true where the source of the material has been ledges and boulders. To determine how quickly pulverized rock can support plant life is the object of the experiments now in progress at Washington. If water releases the potash of ground feldspar the first season a promising new fertilizer is available, but if a longer time is necessary the application of the feldspar would not be profitable.

The plane of polarized light was rotated or twisted by Faraday by passing through plates glass in a magnetic field. Cotton and Moulton have now developed a permanent transparent magnet, which consists of a mixture of colloidal hydroxide of iron and gelatine solidified under the influence of a powerful magnet. This optical magnet gives a twist to right or left according to the direction from which the light enters.

A singular boldness was shown by the Fram in August, 1903, a few weeks before entering the ice on its long drift across the Arctic Ocean. It was steaming between two ice-fringed islands off the Siberian coast, and its engines were working at power that should have given a speed of about 5 knots, but it slowed down to a little more than one knot. The water was smooth, the current very slight. Nansen recorded this as an encounter with "dead-water," a mysterious condition already known to Norwegian navigators, and some years later he obtained from Prof. Bjerknes the suggested explanation that when a layer of fresh water rests on the top of salt water, a ship will not only produce the ordinary waves at the boundary between air and water but will also set up invisible waves at the boundary between the fresh and salt water, and the work of generating these invisible waves gives great resistance to the ship. Dr. Ekman, of Christiania, has now confirmed this theory by experiments with small ship-models. He finds that vessels may suddenly enter or leave the dead-water, that it is more often noticed by sailing vessels than by steamers, and that a disturbance like the passage of another vessel or a sudden change of speed may break up the resistance.

Hay fever has been proven to be a form of pollen poisoning, and 114 plants—including wheat, rye and other grasses—are now known to have toxic pollen. The toxins, which vary greatly, can be used for producing anti-toxins. Late experience has been that a mixture of sugar and anti-toxin from one of the principal pollens generally cures hay fever and confers a certain immunity, 222 cases having been treated with success in 127, improvement in 71, and failure in 24.

Reinforced concrete is now the favorite material with British builders of large chimneys. One already completed in London is 250 feet high with a base 20 feet square, and a projected one at Northfleet will be 247 feet high and 82 feet in diameter, with a foundation 18 feet square.

The height and length of waves have been overestimated; if M. Bertiau, a French engineer, is correct in his conclusions, the observations are usually made from small vessels, and as their decks are constantly tilted by the waves, the results are greatly exaggerated. With care to avoid this error, the highest wave has measured 40 feet. M. Bertiau believes, however, that in southern seas a height 10 feet greater may be reached, and waves may have the rare maximum of about 2,000 feet, or nearly half a mile. There is a relation between length and period, the longest waves having a period of 23 seconds. A period of 10 seconds is not often observed, and 6 to 8 seconds is most common, corresponding to a length of 160 to 320 feet. Heights of over 35 feet are rare. The short waves are relatively higher than the long ones, and a wave 160 feet long is commonly from 8 to 16 feet high.

The use of food preservatives is reported by Dr. A. E. Harris, an English health officer, to be increasing to an alarming extent. The number of substances used is multiplying, and now includes animal, alcohol, ammonium acetate, borax, acid, iodine compounds, carbon dioxide, copper acid, cresotes, fluorine compounds, formaldehyde, hydrogen peroxide, oxygen, pyrolytic acid, saccharin, silicic acid, sulphuric acid, sodium carbonate, sugar, sulphites of sodium and calcium, and sulphuric acid. These go into fruits, vegetables, fish, meat, milk, butter, drinks, sauces, pastry and almost every kind of food.

The wireless safety appliance of a German marine engineer is set to work during fog and heavy weather, and acts automatically when two vessels approach within a certain distance. The action closes the steam-pipe to the screw of each vessel. This checks the machinery, gives time for reversing the engines, and prevents collision.

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIENNE, 8
Paris

PRESIDENT'S MESSAGE.

APPEAL FOR SHIPPING SUBSIDIES

A Washington correspondent said: Some of the salient points of President Roosevelt's forthcoming message to Congress are officially stated here. He advocates a progressive inheritance tax, something on the lines of the British death duties, so to reduce enormous fortunes, and also the correction of divorce evils by a uniform Federal law.

These are his chief points, apparently, but there are several others, notably an appeal for a ship subsidy for extending the commerce of the United States on the high seas, which has special concern for British shipowners. From what I can learn here, there seems good prospect of a Ship Subsidy Bill being shortly enacted. It has already been passed by the Senate, and although hung up before a committee of the House of Representatives last session, there is a chance now of overcoming all the opposition.

The promoters of the Ship Subsidy Bill have spent another money nor pains to get their project through. They appealed to the patriotism of Americans, declaring that the present impoverished state of America's seagoing in ratio is a menace to the prosperity of the country and a disgrace to her citizens. The disparity in numbers between the British and American marines has been harped upon constantly. Ship subsidy advocates have canvassed every constituency and at Washington, in the lobby, they have button-holed every legislator. They have declared that a subsidy will not cost Americans anything, because the foreign tonnage in American ports must pay the piper by increased tonnage imports. That means, of course, that British shipowners are to be induced.

Sometimes the subsidy men here have been rather unfair. They have stated, for instance, that the British marine was built up and "owes its present supremacy to subsidies." Nothing, of course, could be further from the mark, but many Americans accepted the statement without question. During the last session of Congress it was only a case of a few more extra votes to secure the passage of the bill, and now, it is declared, those votes will be forthcoming. Spokes-Cannan, however, and many other level-headed business men have protested against the measure, declaring that a subsidy under present circumstances is futile. It is also opposed by the leading commercial paper, notably by the New York *Journal of Commerce* which has exposed the subsidy fallacies more than once. One argument employed by the advocates is that without a powerful native mercantile marine American trade with the Far East cannot expect to compare with that of Great Britain, Japan, and Germany, and also that a big American navy as desired by Mr. Roosevelt, can never be realized.

In New York the subsidy men, acting chiefly for the American shipbuilders, are particularly active. They say that it is going to see the constant procession in and out of harbor of big vessels flying the British flag with America is chiefly represented by the coasting trade.

The true reason for the decline of the Ameri- can marine, of course, has been the impossibility of competing with Europe, either in building manning, or working ships economically.

OPIUM IN PARLIAMENT.

Sir H. Cotton (Nottingham, E.) asked the Secretary of State for India whether the number of chests of Bengal opium sold for export during the year 1895-6 was 37,695; whether the average number during the 10 years ended 1904-5 was 43,417; whether the number for 1905-6 was 49,210; and whether the Budget Estimate for the current year 1906-7 provides for the export of 52,000 chests; and whether, having regard to the resolution of the House on the subject and to the present attitude of China in respect to the traffic and use of opium, he would take measures which would lead to the immediate reduction of this progressive increase in the export of Bengal opium, principally to China.

Mr. J. Morley (Montrose District)—Owing to recent good seasons the supply of Bengal opium has been exceptionally large, and with a view to reducing the reserves the sales have temporarily exceeded the standard of 45,000 chests fixed in 1901. I have given instructions that the area licensed for poppy cultivation should be diminished, and that the sales should be reduced at least to the standard of 1901. In 1895-6 and in preceding and succeeding years the sale standard was 34,000 chests, though the number of chests sold in any year depended on the yield of the crop. As regards the export of foreign opium into China, His Majesty's Government have stated that they will consider sympathetically any proposals which the Chinese Government may wish to make.

Mr. Lupton (Lincolnshire, Sleaford) asked whether, having regard to the resolution of the House on the subject, measures would be taken to bring the cultivation of the poppy in India to an end in a certain number of years.

Mr. J. Morley—I stated in debate what the views of the Government are. We cannot—it is impossible—at once issue wholesale an order to cause the requisitions for a complicated industry. (Hear, hear.)

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Clément, Lait Charnant and Special Skin Tonics and Pouder Charnant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 731

GRIMAULT & CO.
Medicinal Skin Soap

I have a bath in bath oil & soap

SHIPPING.

ARRIVALS.

AMERICA MARU Japanese str., 3,460, Philip
Going, 1st January—San Francisco via
Ports 30th Nov., General—Toyo Kisen
Kaisha.
BENI THUAN French str., 2,690, Sunglois, 1st
January—Saigon 23rd Dec., General—
Bradley & Co.
BONHAI MARU Japanese str., 3,398, S. Ishi-
kawa, 1st Jan.—Shanghai 20th December,
General—Nippon Yusen Kaisha.
CHITUN Chinese str., 1,177, C. Stewart, 1st
January—Shanghai 28th Dec., General—
Chinese.
CLARA JENSEN German str., 1,103, J. J. Wessens,
1st January—Hohlow 31st December, Vice-
Jeben & Co.
FIGUERA MARU Japanese str., 3,139, K. Mori,
31st Dec.—Moto 25th Dec., Coal—Mitsui
Busan Kaisha.
HAMMOND British str., 636, A. J. Robson, 1st
January—Footham 28th December, Amoy
29th and Swatow 31st, General—Douglas
Lapraik & Co.
HANGZHOU British str., 999, Mawley, 2nd
January—Swatow 1st January, General—
Butterfield & Swire.
HILARY German str., 1,276, H. Uecker, 2nd
January—Saigon 25th December, Rice—
Sandor, Wieder & Co.
KIANGMING Chinese str., 1,222, Berneke, 2nd
January—Chinkiang 25th Dec., General—
Chinese.
KNYVETSBURG German steamer, 2nd January—
from Canton.
KWONKANG British str., 1,428, W. P. Baker,
2nd Jan.—Shanghai 25th Dec., and Swatow
1st Jan., General—Jardine, Matheson & Co.
NAMEKI British str., 1,179, H. W. Kenrick, 2nd
January—Yokohama 17th Dec., General—
P. & O. N. C.
NANSHAN British str., 1,296, Allan Jones, 1st
January—Saigon 21st Dec., Rice, and
General—Bradley & Co.
NEDZHOV British str., 5,718, Allan, 1st
Jan.—America (Acacia) 28th November,
General—Butterfield & Swire.
PAOTING British str., 1st January, from
Canton.
PELIJADEN American str., 3,000, J. Purrington,
1st January—Ticino and Urli 29th Dec.,
Dedwell & Co.
SHEI Nouva Icaria, 870, Steep, 1st January
—Bangkok 19th Dec., Rice—Augard,
Therese & Co.
SII SANG British str., 1,514, W. Gibb,
31st Dec.—Wakamatsu (Japan) 26th Dec.,
Coal—Jardine, Matheson & Co.
WEIJI British str., 1,227, Richards, 2nd Jan.,
—Shanghai 25th December, General—
Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
Jan. 2d.

Hongkong, British str., for Canton.
Fue, French str., for Kwangtung.
Kwingsing, Chinese str., for Canton.
Kwintz, German str., for Tsurane.
Kwongkang, British str., for Canton.
Nameki, British str., for Singapore.
Quarto, German str., for Swatow.
Takow, British str., for Canton.
Wihua, British str., for Canton.

DEPARTURES.

Jan. 1st.
CHINOTO British str., for Yokohama.
FUKUOKA MARU Japanese str., for Swatow.
HONGKONG French str., for Hoihow.
KEEMUN British str., for Singapore.
LONDON German str., for Bangkok.
YOKOHAMA British str., for Canton.
Jan. 2d.
CASTOR Norwegian str., for Singapore.
CHIQUEN Chinese str., for Canton.
JACOB DURE ERICHSEN, Ger. str., for Hoihow.
PETTERSEN, German str., for Swatow.
POLAR Norwegian str., for Canton.
P. E. FEYERABEND, German str., for Europe.
QUINTA, German str., for Hoihow.
YAMING, British str., for Manila.
WONGKOK, German str., for Bangkok.

SHIPPING REPORTS.
The British str. *Hanover* reports: Moderate
breeze and sea, fine clear weather.
The Chinese str. *Chienho* reports: Moderate
northerly winds and fine weather throughout.
The British str. *Hongkong* reports: Moderate
to strong N. and N.E. winds, moderate sea,
fine clear weather.
The British str. *Kwongkang* reports: Light
winds and fair weather to Swatow. From
Swatow strong northerly winds, moderate sea
and clear weather.
The British str. *Sii Sang* reports: Strong N.
to N.W. wind and high sea from Japan to
that ahead island; thence to port light wind
and smooth sea.

VESSELS IN DOCK.

Jan. 2d.
ABERDEEN DOCKS.—
KOWLOON DOCKS—*Sorogon*, Montague,
Newhaven, Fradie, U.S. Pathé, *Amakou*,
Z. Y. de Alderac, *K. Ichiba*, *Sundaken*, H.M.S.
Gandy, Michael Jackson, Perle, Chipping, *Franz*,
Waldemar, *America Maru*.
CORNWALL DOCKS.—*S. P. McRae*,
Pembroke, *Aki Maru*, *Madeleine Rickmers*.

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD, BREMEN

NOTICE.

STEAM FOR
KUDAT & SANDAKAN.
Taking Cargo at Through Bills of Lading to Clefco, Tientsin, Newchwang & Yungtsze
Parts.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

Hongkong, 29th December, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA
JAPAN PORTS.

Regular Steamship Service between Hongkong,
Callao and Iquique, via JAPAN PORTS.

Steamer *Tees* To Sail.

"KASATO MARU" 6,000. In April, 1907.

Capt. W. C. T. S. Filmer.

Taking Freight and Passengers to other
Western Coast Ports of South America.

The above Steamer has splendid Accom-
modation and is fitted throughout with
Electric Light. A duly qualified Surgeon is
carried board.

For further information, apply to
K. MATSUDA,
Manager,
York Building.

Hongkong, 28th December, 1906. [10]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & EQ	BREATH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str. ...	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	To day, at 10 A.M.
LONDON &c., VIA USUAL PORTS OF CALL	SIMLA	Brit. str. ...	—	C. D. Goldsmith	P. & O. S. N. Co.	On 15th inst., at Noon.
MARSEILLE, &c., VIA PORTS OF CALL	YARA	Fren.str.	—	Soller	MESSAGERIES MARITIMES	On 8th inst., at 1 P.M.
MARSEILLES & HAMBURG VIA POETS	AMERICA	Ger. str.	1. w.	Schwinghamer	HAMBURG-AMERIKA LINIE	On 15th inst.
BERLEMEN, VIA PORTS OF CALL	SEYDLITZ	Ger. str.	k. w.	C. Dowers	MELCHERS & CO.	On 16th inst., at Noon.
HAVRE, ANTWERP & HAMBURG VIA SCHAATS, &c.	ANDALUSIA	Ger. str.	k. w.	Schmidt	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRATE, &c.	SPEZIA	Ger. str.	k. w.	Malchow	MELCHERS & CO.	On 26th inst.
COPENHAGEN & RUSSIAN SCANDINAVIAN PORTS	HONENSTAUFEN	Dan str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	About Middle of Jan.
NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG	NAPLES	Ger. str.	k. w.	Babli	HAMBURG-AMERIKA LINIE	On 11th inst.
NAPLES, HAVRE & HAMBURG	VANDALIA	Ger. str.	k. w.	Frauch	HAMBURG-AMERIKA LINIE	On 8th Feb.
NEW YORK	SATSUMA	Brit. str.	—	Dodwell & CO., LTD.	CANADIAN PACIFIC R. CO.	On 5th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	F. G. Purrington	CANADIAN PACIFIC R. CO.	On 9th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	W. C. T. S. Filmer	DODWELL & CO., LTD.	On 17th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES	Amt. str.	—	G. Wendig	TO KIENG KAISHA	Today.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Jap. str.	—	T. Moore	MELCHERS & CO.	On 4th inst.
AUSTRALIAN PORTS VIA MANILA	SANDAKAN	Ger. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 5th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Ger. str.	1 m.	E. Emmerick	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
VLADIVOSTOCK DIRECT	KINA	Ger. str.	1 m.	J. H. Brown	HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA & KOBE	TAIFUAN	Dan str.	1 m.	W. P. Baker	YACHTS & CO.	On 6th inst., Daylight.
YOKOHAMA & KOBE	SIBIEN	Dan str.	1 m.	S. Bachman	YACHTS & CO.	About 8th inst.
YOKOHAMA & KOBE	TITANIA	Ger. str.	1 m.	Babli	HAMBURG-AMERIKA LINIE	On 11th inst.
YOKOHAMA & KOBE	DAPHNE	Brit. str.	1 m.	Magnen	MELCHERS & CO.	About 7th inst.
YOKOHAMA & KOBE	YOKHOU	Brit. str.	1 m.	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 10th inst.
YOKOHAMA & KOBE	KWEILIN	Brit. str.	1 m.	I. Sakurai	SCANDIA	On 11th inst.
YOKOHAMA & KOBE	KWONGSANG	Brit. str.	1 m.	H. Madson	OSAKA SHOSEN KAISHA	On 16th inst.
YOKOHAMA & KOBE	JAMA	Brit. str.	2 h.	J. Warneck	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	SILESIA	Fren. str.	—	J. Speed	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
YOKOHAMA & KOBE	OCEANIEN	Fren. str.	—	A. J. Robson	DODWELL & CO., LTD.	To-day, at 4 P.M.
YOKOHAMA & KOBE	SAMBIA	Fren. str.	—	F. Mooney	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	ARCADIA	Brit. str.	—	R. Rodger	SHIENWAN, TONES & CO.	On 12th inst., at Noon.
YOKOHAMA & KOBE	GENESIAU	Ger. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA & KOBE	MARSH MARC	Ger. str.	1 m.	J. Robinson	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBE	QUARTA	Brit. str.	—	F. Sembill	MELCHERS & CO.	To-day, at 3 P.M.
YOKOHAMA & KOBE	KAHNU	Brit. str.	—	J. G. Spence	DODWELL & CO., LTD.	To-day, at 3 P.M.
YOKOHAMA & KOBE	HAIMUN	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO.	On 11th inst., at Noon.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	—	Dodero	CARLOWITZ & CO.	
YOKOHAMA & KOBE	ZAPIRA	Brit. str.	—			
YOKOHAMA & KOBE	RUBI	Brit. str.	—			
YOKOHAMA & KOBE	SONGKHLA	Brit. str.	—			
YOKOHAMA & KOBE	BOBNO	Brit. str.	—			
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	—			
YOKOHAMA & KOBE	KUMSANG	Brit. str.	—			
YOKOHAMA & KOBE	ISCHIA	Ital. str.	—			

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	DATE OF SAILING,
VLADIVOSTOCK DIRECT	"KINA"	About 3rd Jan.
YOKOHAMA and KOBE	"SIBIRIEN"	About 26th Jan.
COPENHAGEN and RUSSIAN, SCANDINAVIAN and GERMAN	"CAMBODIA"	About Middle of Jan.
BALTIC PORTS	"KINA"	About Beginning of Feb.

For Further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 29th December, 1906. [19]

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 3rd Jan., 3 P.M.
*MANILA	"YUENSANG"	Friday, 4th Jan.; 4 P.M.
+ SHANGHAI	"KWONGSANG"	Sunday, 6th Jan., daylight

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

POB STEAMERS TO SAIL REMARKS.

LONDON and ANTWERP	STEAMERS	TO SAIL	REMARKS.
VIA SINGAPORE, PENANG, NAMUR	10 A.M., 3rd	Freight and	
COLOMBO, PORT SAID and MARSEILLES	Capt. H. W. Keenick, R.N.R.	January	Passage.
SHANGHAI, MOJI, KOBE and JAVA	About 6th	Freight and	
YOKOHAMA	Capt. S. Barlow	January	Passage.
SHANGHAI	{ ARCADIA	About 11th	Freight and
	Capt. A. L. Valentine	January	Passage.
LONDON, &c., VIA USUAL PORTS	SIMLA	Neon, 12th	See Special
OF CALL	Capt. C. D. Goldsmith	January	Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th December, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR STEAMERS TO SAIL.

SWATOW, AMOY, FOOCHOW and SHANGHAI	"KANSU"	On 3rd Jan., 4 P.M.
TAKOW and ANPING	"YUCHOW"	On 4th Jan., 4 P.M.
SHANGHAI and CHINKIANG	"NANCHANG"	On 4th Jan., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KWEILIN"	On 4th Jan., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 12th Jan., 4 P.M.
YOKOHAMA and KOBE	"TAIYUAN"	On 19th Jan., 4 P.M.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th December, 1906.

[1]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FOEMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO'S S.S. LEAVING

* TAMSWI VIA SWATOW	"MASAN MARU"	SUNDAY, 6th Jan.,
AND AMOY	Capt. I. SAKUBAI	at DAYLIGHT.

THE CHARTERED S.S.

FOOCHOW VIA SWATOW	"QUARTA"	THURSDAY, 4th Jan.,
AND AMOY	Capt. H. MADSEN	at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th December, 1906.

T. ARIMA, Manager.

[14]

PASSENGER SEASON
1907.

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

SATURDAY, 23RD MARCH,
AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
To LONDON—£65 FIRST AND £44 SECOND SALOON.

For further Particulars, apply to:

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

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IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN
EUROPEAN LINE.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

1907

SEYDLITZ	WEDNESDAY	16th January
PRINZ HEINRICH	WEDNESDAY	20th January
GNEISENAU	WEDNESDAY	13th February
PREUSSEN	WEDNESDAY	27th February
PRINZESS ALICE	WEDNESDAY	13th March
PRINZ LUDWIG	WEDNESDAY	27th March
Zieten	WEDNESDAY	10th April
PRINZ REGENT LUFTPOLD	WEDNESDAY	24th April
PRINZ EITZI FRIEDRICH	WEDNESDAY	8th May

Intermediate Steamers at 12 Noon.

CANADIAN PACIFIC RAILWAY.
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SECTION OF UNDER 11 DAYS ACROSS THE PACIFIC IS THE "EMPEROR LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL, 11 DAYS YOKOHAMA TO VANCOUVER.

18-DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
Tons LEAVE HONGKONG ARRIVE VANCOUVER
"TARTAR" 4,425 Wednesdays, 9th Jan., 2nd Feb.
"EMPEROR OF CHINA" 6,000 Thursdays, 17th Jan., 10th Feb.
"MONTEAGLE" 6,163 Wednesdays, 23rd Jan., 16th Mar.
"EMPEROR OF INDIA" 6,000 Thursdays, 14th Feb., 7th Mar.
"ATHENIAN" 3,882 Wednesdays, 20th Feb., 13th Mar.
"EMPEROR OF JAPAN" 6,000 Thursday, 14th Mar., 1st April.

"EMPEROR" Steamer will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with Special Mail Express, and at Quebec with the Company's NEW PALatial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 2½ days from YOKOHAMA and 2½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 2½; via New York 2½, and 1st Class Routes... 2½, 2½.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate Passengers only at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Services of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON THE ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJULATJAP...	JAVA	First half of January	JAPAN	First half of January
TJIBODAS...	JAVA	Second half of January	JAPAN	Second half of January
TJIPANAS...	JAPAN	Second half of January	JAVA PORTS	Second half of January
TJIMAJI...	JAVA	First half of February	JAPAN	First half of February
TJILIWONG...	JAPAN	Second half of February	JAPAN	Second half of February

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For particulars of Freight and Passage, apply to the HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

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SABANG BAY

COALING STATION,

POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS—"HARCOL" SABANG OR AMSTERDAM.

General Agents—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick delivery given DAY AND NIGHT.

FRESH WATER AND ICE, SHIP'S STORES AND PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons displacement at low rates.

fitted for any ordinary repair.

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JAVA-CHINA-JAPAN LIJN,

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